

ESTABLISHED 1867

GOLD MEDALS PARIS 1875 1889
JOSEPH GILLOTT'S
 Of Highest Quality
 and Having Greatest
 Durability are therefore
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GILLOTT'S
 The Only
 Award
 Chicago, 1893
 Makers and Users of Ballpens
 Barrel Pens, 275, 325, 425,
 Slip Pens, 332, 302, 357, 165,
 464, 7,036.
 In Fine, Medium, and Broad
 Points

PENS

THE NEW TURNED UP POINT, 1029

REFRAME

SHIPPING.

ARRIVALS.

Mar. 8. **KAGOSHIMA MARU**, Jap. str., 2,145.
 S. Fujiki, Kagoshima, 3rd Maroh, Coal.
MIKUNI BUSYAN KAKI, Jap. str., 1,000.
 Mar. 8. **NANTANO**, German str., 383, Schippec.
 Saigoo 4th Maroh, Rice.—**STERNESSEN & Co.**

CLEARANCES.

AT THE H. ROBEY MASTER'S OFFICE.
 8th MARCH.

Haidling, British str., for Swatow.
Apuravate, German str., for Hellow.
Kanagawa Maru, Japanese str., for London.
Arizuka Maru, Japanese str., for Katschinan.
Yamaguchi, British str., for London.
Seng Long, British str., for Amoy.
Petataro, German str., for Singapore.

DEPARTURES.

Mar. 8. **CHIRONGU**, British str., for Kobe.
 Mar. 8. **TOTO MARU**, Jap. str., for Saigon.
 Mar. 8. **HONOKAWA**, French str., for Hellow.
 Mar. 8. **HAIKUNO**, British str., for Swatow.
 Mar. 8. **PACIFIC**, British str., for Canton.
 Mar. 8. **CELEA**, British str., for Saigon.
 Mar. 8. **TEXA**, Norw. str., for Shanghai.
 Mar. 8. **MORVEN**, British str., for New York.
 Mar. 8. **LYNDBORH**, German str., for Canton.
 Mar. 8. **KAWANO MARU**, Jap. str., for Kobe.
 Mar. 8. **P. C. O. KLO**, British str., for Bangkok.
 Mar. 8. **INDEPENDENT**, Gor. str., for Singapore.
 Mar. 8. **TAISANG**, British str., for Swatow.
 Mar. 8. **HEBETA**, German cruiser, for Japan.
 Mar. 8. **LEIFALAN**, Portuguesse g-t, for Macao.

PASSENGERS.
 DEPARTED.

PASSENGERS.
DEPARTED.
For Caylen, for London, Capt. Comdr. Ramsey, R.N., Mr. and Mrs. E. Jones Hughes, three children, infant and wash and Capt. Sawers.

VESSELS IN DOCK.
ABERDEEN DOCK.—Thames.
KOWLOON DOCK.—Ita de Cab, U.S.S. Goodspeed, Kaitung, H.M.S. Hermies, Shantung, Suisung, Ariel, Sialan.
CHONGKINGTAN DOCK.—Don Juan de Austria, Dolphin, Honan.

TODAY.
Auction Sale, Household Furniture, by Mr. Geo. P. Lamont, at 2.30 p.m.

TOMORROW.
Auction Sale, Sundry Household Furniture, also Rooms, Ice House Store, Hurler and

100

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

8.30 a.m. ... Every quarter of an hour

a.m. ... Every ten
a.m. ... Every quar
p.m. ... Every

40 a.m. to 10.45 a.m. ... Every ten minutes.
 30 a.m. to 3.00 p.m. ... Every quarter of an hour.
 31 p.m. to 6.30 p.m. ... Every quarter of an hour.
 40 p.m. to 8.50 p.m. ... Every ten minutes.
 Light cars at 8.45 p.m. and 9 p.m. and from 8.45
 p.m. to 11.15 p.m. every half hour.
SATURDAYS

are at 11.89 and 11.90

Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. ... Every half hour.
10.30 a.m. to 11.00 a.m. ... Every ten minutes.
11.15 a.m. to 2 p.m. ... Every quarter of an hour.
2.15 p.m. to 5 p.m. ... Every quarter of an hour.

1.15 p.m. every hour

night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's (1) Box, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON.
General Managers

May 1889

RAMBLER
CYCLES,
AT \$130

on earth for the
cool rim and all

the best value on earth for the Money.
 able tyres and steel rims and all the latest
 improvements in Cycle Construction. Acces-
 es of every description.

RAMSEY & CO.,
 The Rambler Agency.
 Hongkong, 20th September, 1890.

9 K 10

THE pleasure of cycling consists in having a first class Machine, and the above blishment is always leading in this respect. are Agents for the famous "NEW VE" and "MONOPOLE" CYCLES.

BUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN

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SPECIAL BLEND
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Distillations of the
Finest Scotch Whiskies
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Hongkong, 13, Praya Central.

PIER JOHNSTONE'S

CLARENCE BOWEN, ATTORNEY

КЕР. 8-011

J. H. WALKER & SONS'
FAMOUS
WILMARNOOK WHISKY.
This World-renowned

SALE.

FOR SALE.
A COLONIAL SADDLE and BRIDLE with Girth Irons, &c., complete. Never been used.

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STAMEN	DESTINATION	SAILING DATE
VICTORIA, D.O. AND SEATTLE	U.S.A. VIA AMOY, SHANGHAI, KOBE, YOKOHAMA	SATURDAY, 10th March, at 4 P.M.
MOJIKOBE AND YOKOHAMA		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th February, 1900.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(Passenger Service) (Freight Service)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OGDON, LONDON, LIVERPOOL, GLASGOW, TONNES, GENEVA, PORTS IN THE LEVANT, BLACK SEA, and Baltic Ports, North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STAMEN	DESTINATION	SAILING DATE
SAVOIA	HAMBURG	On 16th March
SAVOIA	NEW YORK	About 25th March
SAVOIA	HAMBURG	About 31st March
SAVOIA	HAMBURG	About 6th April
SAVOIA	HAMBURG	About 13th April
SAVOIA	HAMBURG	About 20th April
SAVOIA	HAMBURG	About 27th April
SAVOIA	HAMBURG	About 4th May
SAVOIA	HAMBURG	About 11th May
SAVOIA	HAMBURG	About 18th May
SAVOIA	HAMBURG	About 25th May
SAVOIA	HAMBURG	About 1st June
SAVOIA	HAMBURG	About 8th June
SAVOIA	HAMBURG	About 15th June
SAVOIA	HAMBURG	About 22nd June
SAVOIA	HAMBURG	About 29th June
SAVOIA	HAMBURG	About 6th July
SAVOIA	HAMBURG	About 13th July
SAVOIA	HAMBURG	About 20th July
SAVOIA	HAMBURG	About 27th July
SAVOIA	HAMBURG	About 3rd August
SAVOIA	HAMBURG	About 10th August
SAVOIA	HAMBURG	About 17th August
SAVOIA	HAMBURG	About 24th August
SAVOIA	HAMBURG	About 31st August
SAVOIA	HAMBURG	About 7th September
SAVOIA	HAMBURG	About 14th September
SAVOIA	HAMBURG	About 21st September
SAVOIA	HAMBURG	About 28th September
SAVOIA	HAMBURG	About 5th October
SAVOIA	HAMBURG	About 12th October
SAVOIA	HAMBURG	About 19th October
SAVOIA	HAMBURG	About 26th October
SAVOIA	HAMBURG	About 2nd November
SAVOIA	HAMBURG	About 9th November
SAVOIA	HAMBURG	About 16th November
SAVOIA	HAMBURG	About 23rd November
SAVOIA	HAMBURG	About 30th November
SAVOIA	HAMBURG	About 7th December
SAVOIA	HAMBURG	About 14th December
SAVOIA	HAMBURG	About 21st December
SAVOIA	HAMBURG	About 28th December
SAVOIA	HAMBURG	About 4th January
SAVOIA	HAMBURG	About 11th January
SAVOIA	HAMBURG	About 18th January
SAVOIA	HAMBURG	About 25th January
SAVOIA	HAMBURG	About 1st February
SAVOIA	HAMBURG	About 8th February
SAVOIA	HAMBURG	About 15th February
SAVOIA	HAMBURG	About 22nd February
SAVOIA	HAMBURG	About 29th February

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO.

AGENTS.

Hongkong, 1st March, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO	REMARKS
KOBE	SAVOIA	TO HONGKONG	On 10th March
SHANGHAI & JAPAN	SAVOIA	TO HONGKONG	On 10th March
LONDON, &c.	SAVOIA	TO HONGKONG	On 10th March
SHANGHAI	SAVOIA	TO HONGKONG	On 10th March
YOKOHAMA & N.A.	SAVOIA	TO HONGKONG	On 10th March
LONDON	SAVOIA	TO HONGKONG	On 10th March
MARSHALLS AND	SAVOIA	TO HONGKONG	On 10th March
LONDON DIRECT	SAVOIA	TO HONGKONG	On 10th March
(Without Transshipment)	SAVOIA	TO HONGKONG	On 10th March

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th February, 1900.

IMPERIAL GERMAN MAIL

LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, AMSTERDAM, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOME AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON BOARD BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STAMEN	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
STUTTGART	1st March	2nd March	3rd March	4th March	5th March
KONIG ALBERT	6th March	7th March	8th March	9th March	10th March
WILHELM	11th March	12th March	13th March	14th March	15th March
PRINZ HEINRICH	16th March	17th March	18th March	19th March	20th March
PREUSSEN	21st March	22nd March	23rd March	24th March	25th March
HAMBURG (Hamburg-Amerika Line)	26th March	27th March	28th March	29th March	30th March
SACHSEN	31st March	1st April	2nd April	3rd April	4th April
OLDENBURG	5th April	6th April	7th April	8th April	9th April
BAVARIEN	10th April	11th April	12th April	13th April	14th April
STUTTGART	15th April	16th April	17th April	18th April	19th April
KONIG ALBERT	20th April	21st April	22nd April	23rd April	24th April
WILHELM	25th April	26th April	27th April	28th April	29th April
PREUSSEN	30th April	1st May	2nd May	3rd May	4th May

ON WEDNESDAY, the 21st day of March, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Grosch, with MAILS, PASSENGERS, SPECIALS, and CARGO, will leave this Port for ANTWERP, NAPLES, GENOA, and AMSTERDAM.

Shipping Orders will be granted till Noon on MONDAY, the 19th March. Cargo and Specials will be received at the Agency's Office until Noon on TUESDAY, the 20th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$250 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.

AGENTS.

Hongkong, 26th February, 1900.

CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF JAPAN... G.M. & Co., Ltd., WEDNESDAY, 14th March, 1900.

EMPEROR OF CHINA... G.M. & Co., Ltd., WEDNESDAY, 14th March, 1900.

EMPEROR OF INDIA... G.M. & Co., Ltd., WEDNESDAY, 14th March, 1900.

THE magnificent "TWIN-SCREW" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, sailing THIRTEEN DAYS to a WEEK in the Trans-Pacific journey and COUVER to VANCOUVER with the PALATIAL TRANS-CONTINENTAL TRAINS.

At VANCOUVER, the PALATIAL TRANS-CONTINENTAL TRAINS leave for the CANADIAN PACIFIC RAILWAY, which leaves for the Continent and the PACIFIC COAST WITHOUT CHANGE. Close FROM THE PACIFIC TO THE ATLANTIC, New York and Boston with all Trans-Atlantic connections is made at Montreal.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS second to none in the World, the LUXURIOUS OF-LETS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. B. BROWN, General Agent, Pacific Coast.

Hongkong, 15th February, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	CAPTAIN.	FOR PERMIT APPLY TO.	TO BE RE-DEPARTED.
LONDON &c. VIA PORTS OF CANAL.	Coromandel	Brit. str.	F. W. Viner, R.N.R.	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON VIA SUEZ CANAL.	Gregory	Brit. str.	Gregory	Butterfield & Swire	On 23rd inst.
LONDON VIA SUEZ CANAL.	Orontes	Brit. str.	Peters	Butterfield & Swire	On 25th inst.
LONDON VIA SUEZ CANAL.	Orestis	Brit. str.	D. Davies	Fairbank, Matheson & Co.	On 14th inst.
LONDON VIA SUEZ CANAL.	Tokai	Brit. str.	G. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 5th April.
LONDON VIA SUEZ CANAL.	Yama	Brit. str.	Anguish	Butterfield & Swire	70-day.
LIVERPOOL DIRECT.	Starling	Ger. str.	P. Gresh	Molano & Co.	On 21st inst. at Noon.
GERMANY VIA PORTS OF CANAL.	Imos	Fren. str.	Flandin	Messageries Maritimes	On 12th inst. at 1 p.m.
PARIS &c. VIA PORTS OF CANAL.	Outlaw	Ger. str.	Chantrel	P. & O. S. N. Co.	On or about 10th inst.
PARIS &c. VIA PORTS OF CANAL.	Paromatta	Brit. str.	Chantrel	P. & O. S. N. Co.	On 31st inst.
PARIS &c. VIA PORTS OF CANAL.	Paromatta	Brit. str.	Chantrel	P. & O. S. N. Co.	On 14th inst.
PARIS &c. VIA PORTS OF CANAL.	Saxonia	Ger. str.	Kepel	Chantrel	On or about 31st inst.
PARIS &c. VIA PORTS OF CANAL.	Saxonia	Ger. str.	Kepel	Chantrel	On 16th inst.
PARIS &c. VIA PORTS OF CANAL.	Sveit	Ger. str.	Zacharias	Culwicks & Co.	On or about 6th April.
PARIS &c. VIA PORTS OF CANAL.	Heldburg	Ger. str.	Brina	Culwicks & Co.	On or about 20th April.
PARIS &c. VIA PORTS OF CANAL.	St. Ferdinand	Aus. str.	G. Morovich	Singor, Wiles & Co.	On 15th inst. p.m.
PARIS &c. VIA PORTS OF CANAL.	Malpomeno	Aus. str.	G. Morovich	Singor, Wiles & Co.	On 15th inst.
PARIS &c. VIA PORTS OF CANAL.	Godwin	Jap. str.	J. W. Ekstrand.	Nippon Yusen Kaisha	To-morrow, at 4 p.m.
PARIS &c. VIA PORTS OF CANAL.	Empress of Japan	Brit. str.	G. A. Lloyd.	Yamato Line & Co. Limited	To-morrow, at Noon.
PARIS &c. VIA PORTS OF CANAL.	Monmouthshire	Brit. str.	W. A. Evans	Pacific Mail S. S. Co.	On 16th inst. at Noon.
PARIS &c. VIA PORTS OF CANAL.	Alcoa	Brit. str.	W. A. Evans	O. & O. S. S. Co.	To-morrow, at Noon.
PARIS &c. VIA PORTS OF CANAL.	Nippon Maru	Jap. str.	Toy Kien Kaishi	Yamato Line & Co. Limited	To-morrow.
PARIS &c. VIA PORTS OF CANAL.	Thyra	Brit. str.	Butterfield & Swire	Butterfield & Swire	On or about 7th April.
PARIS &c. VIA PORTS OF CANAL.	Pathon	Brit. str.	Malabarant	Carlwicks & Co.	On or about 25th inst.
PARIS &c. VIA PORTS OF CANAL.	Chagras	Brit. str.	Moore	Butterfield & Swire	To-morrow, at 3 p.m.
PARIS &c. VIA PORTS OF CANAL.	Astrallan	Brit. str.	Moore	Butterfield & Swire	On 15th inst. at Noon.
PARIS &c. VIA PORTS OF CANAL.	Bohilla	Brit. str.	Moore	P. & O. S. N. Co.	On or about 17th inst.
PARIS &c. VIA PORTS OF CANAL.	Canilo	Brit. str.	Hutchison & S.N.	F. & O. S. N. Co.	On or about 9th inst.
PARIS &c. VIA PORTS OF CANAL.	Aunna	Ger. str.	Th. Nibson	Harrison & Co.	On or about 15th inst.
PARIS &c. VIA PORTS OF CANAL.	Shanghai	Brit. str.	Paydon	P. & O. S. N. Co.	On or about 11th inst.
PARIS &c. VIA PORTS OF CANAL.	Messina	Brit. str.	C. Gault	P. & O. S. N. Co.	On or about 17th inst.
PARIS &c. VIA PORTS OF CANAL.	Koonen	Brit. str.	Bonaville	Butterfield & Swire	To-day.
PARIS &c. VIA PORTS OF CANAL.	Taiwan	Brit. str.	Harber	Butterfield & Swire	To-day.
PARIS &c. VIA PORTS OF CANAL.	Kwulin	Brit. str.	K. Solajima	Nippon Yusen Kaisha	On 16th inst. at Daylight.
PARIS &c. VIA PORTS OF CANAL.	Tungai Maru	Brit. str.	Onitaborge	Butterfield & Swire	On 15th inst.
PARIS &c. VIA PORTS OF CANAL.	Kwang	Brit. str.	W. Almond	Butterfield & Swire	On 13th inst. at 5 p.m.
PARIS &c. VIA PORTS OF CANAL.	Mosnour	Brit. str.	Wignall	Fairbank, Matheson & Co.	To-day, at 4 p.m.
PARIS &c. VIA PORTS OF CANAL.	Longsang	Brit. str.	Wignall	Fairbank, Matheson & Co.	On 13th inst. at Noon.
PARIS &c. VIA PORTS OF CANAL.	Sinang	Ital. str.	Magnifico	Carlwicks & Co.	On 20th inst. at Noon.
PARIS &c. VIA PORTS OF CANAL.	Mausang	Dut. str.	Krynch.	Fairbank, Matheson & Co.	Quick dispatch.
PARIS &c. VIA PORTS OF CANAL.	Sardoken	Ger. str.	Muthe	Molano & Co.	Quick dispatch.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

His EXCELLENCY the GOVERNOR (Sir Henry Blake, G.C.M.G.).
His EXCELLENCY Major-General GASCOIGNE, C.M.G. (Commanding the Troops).
The Hon. F. H. MAY, C.M.G. (Acting Colonial Secretary).
Hon. W. MEIGH GOODMAN (Attorney-General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. R. D. OMSBY (Director of Public Works).
Hon. C. P. CHATER, C.M.G.
Hon. Dr. Ho Kai.
Hon. T. H. WHITEHEAD.
Hon. E. R. BELLIOS, C.M.G.
Hon. W. A. YUK.
Hon. A. W. BROWN.
Mr. R. F. JOHNSTON (Acting Clerk of Council).

PAPERS.

The ACTING COLONIAL SECRETARY laid on the table the report of the headmaster of Queen's College and of the examiners appointed by the Governing Body for 1899 and the report of the Captain Superintendent of Police for 1899.

FINANCIAL.

The ACTING ATTORNEY laid on the table Financial Minute No. 9 and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was carried.

The ACTING COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 2) and moved its adoption.

The COLONIAL TREASURER seconded and the motion was carried.

NATURALISATION.

A Bill entitled an Ordinance for the Naturalisation of Capitoline John Xavier and a Bill entitled an Ordinance for the Naturalisation of Foo Sik alias Foo Yik Pang, were read a third time and passed.

THIRD READINGS.

The following Bills were read a third time and passed:—

The Bill entitled An Ordinance to further amend the Post Office Ordinance, 1897.

The Bill entitled An Ordinance to further amend the Public Health Ordinance, 1847.

The Bill entitled An Ordinance to authorize the imposition of fees for the issue by the Government of Hongkong of certain certificates to certain Chinese.

The Hon. T. H. WHITEHEAD—With reference to these Bills I would suggest that in future the course which was previously adopted be followed, and that is that, when important alterations are made in a Bill at a previous meeting of the Council, copies of the Bill as amended should be sent to members of the Council a day or two before the next meeting of the Council at which the Bill is to be finally passed, and at which it comes on for the third reading. This used to be the custom, and it is a very good custom.

His EXCELLENCY the GOVERNOR—I asked the Attorney-General about this, because the usual course is that when amended the Bill is referred to the Attorney-General, who goes over it to see that the amendments are made. The custom referred to by the honourable member shall be observed in future.

The ATTORNEY-GENERAL—The only Bill in connection with which any alterations were made in Council was the Public Health Ordinance, and the amendments suggested in Council were incorporated in the Bill as read a third time. Possibly the reason the Bill as amended was not sent out on this occasion was that it is such a very short time since the last meeting of the Council, and it would have been very difficult to get them printed in time.

His EXCELLENCY the GOVERNOR asked members of the Standing Law Committee to remain after the meeting of the Finance Committee, as the Attorney-General was very anxious to consult with them as to the Land Court Bill.

The Hon. T. H. WHITEHEAD suggested that before the Bill was brought before the Council the members should have at least three days in which to go carefully through it.

His EXCELLENCY the GOVERNOR said he understood that the Bill was almost ready and would be sent out at once. So he thought the members would have ample time to go through it.

The Council then adjourned until Thursday next.

MEETING OF THE FINANCE COMMITTEE.

THE SALARIES' QUESTION.

A meeting of the Finance Committee was held immediately after the Council meeting, the Acting Colonial Secretary presiding.

The CHAIRMAN said—The Government recommends the Council to vote a sum of \$26,189 to defray during the current year the increases in salaries of Government Officials sanctioned in the Secretary of State's Despatch No. 280 of 8th December, 1899.

The Hon. C. P. CHATER—I beg to ask that the consideration of this vote should be postponed for at least a fortnight. The financial minute which has just been read was received by the unofficial members late last evening and we have not had time to go into the matter as thoroughly as we should like. Personally I have no objection to the vote, but I should like to have a good deal of information before the vote is passed. I should like to know whether any other officers of the Government have asked for increases, and if so who they are and what has become of their application, and what reasons they gave for asking for increases before this vote is finally passed by the Council. The reasons given in the papers for the increase, I think, are very good indeed, but they are equally applicable to the other civil servants as they are to officers who are going to be affected by this vote. Therefore I think the unofficial members would like to have the full facts before them before they are prepared to vote on the matter.

The Hon. T. H. WHITEHEAD—I quite support, sir, what has been said. If the reasons given in support of this increase to certain heads and assistant heads of departments are applicable to them, I maintain that they are still more applicable to the clerical staff in the civil service, and that it is not equitable that the heads and assistant heads should receive increases whilst the juniors and clerical staff should not participate in an increase which perhaps they are more entitled to than the heads and assistant heads.

The COLONIAL TREASURER—It seems to me what we call a dog-in-the-manger policy to deprive the heads and assistant heads of increases which are admitted to be justifiable because others have not got them.

The CHAIRMAN—I do not know whether honourable members have carefully read the correspondence which was laid on the table. I forgot the exact date—a fortnight ago or a month ago—with reference to this matter. You will observe from that that under date 23rd July, 1899, His Excellency the Governor forwarded a memorial from certain members of the Hongkong Civil Service on the subject of the inadequacy of the salaries of public servants. That was a general representation made to the Secretary of State for the Colonies. Practically the reply to that is contained in despatch No. 280. I do not think there is any objection, if you wish it, to postpone the consideration of this financial minute, especially as it only reached you at a late hour; but I draw your attention to the correspondence. It is not a question of certain members asking for increases of salaries and of distinctions having been made between the applicants. If you carefully read this correspondence I do not think very much more can be laid before you. You see the Secretary of State for the Colonies has practically decided the question for himself.

The Hon. C. P. CHATER—That may be the case, but we have to give our vote one way or another.

The CHAIRMAN—I merely mentioned it. The COLONIAL TREASURER—Some of them have not got an increase and they want to deprive others. Those who have not got an increase would have a better excuse for applying after this rate is passed.

The Hon. C. P. CHATER—I said that the financial minute was received by the unofficial members late yesterday afternoon and we have not had sufficient time to go over it carefully. We should like to consider also whether any other officers in the Government service have made similar applications for increases of salaries and if so who they are and what reasons do they give for the application. I for one have absolutely no objection to the rate before us, but it is best to make one job of the whole thing.

The CHAIRMAN—As I said, there is no objection to a postponement. I would only ask your attention for the printed copy.

dence in the meantime. The Council meets this day week; do you wish for a longer postponement than a week?

The Hon. C. P. CHATER—I should say a fortnight.

The CHAIRMAN observed that there were officers going on leave to England and they would like the matter settled.

The Hon. C. P. CHATER—The postponement would not affect them, because the Secretary of State for the Colonies has sanctioned the increases from the beginning of this year. Therefore a fortnight sooner or later does not matter.

The CHAIRMAN—I do not see much harm in the matter being postponed for a fortnight.

The Hon. T. H. WHITEHEAD—I wish just to express my regret that we should have been accused of adopting dog-in-the-manger policy on this question. I consider that that remark was entirely uncalled for, especially coming from the Honourable the Colonial Treasurer. My object in supporting the senior unofficial member is to endeavor to see that justice and fair dealing is done to the other civil servants.

The CHAIRMAN—I do not think the honourable the Colonial Treasurer meant anything. He made use of the expression as a mere colloquialism. There is no more business before the Committee.

The Hon. T. H. WHITEHEAD—I am sorry, sir, to see that the Honourable the Colonial Treasurer has not seen fit to withdraw the unwarranted expression.

This was all the business.

SCIENTIFIC MISCELLANY.

AUTOMOBILE ECONOMY IN FRANCE—CLIMBING ELECTRIC LOCOMOTIVE—AFTER COAL, WHAT?—A MIGHTY STEREOSCOPE—STAMMERING AND SKULL DEFORMATION—SUN-CURE FOR HOT-RODS WATER-KEEPING THE DEAD UNCHANGED—WELDING BY ALUMINUM HEAT—EARTH-SHINE.

Reviewing the results of French experience with automobiles, M. G. Forestier concludes that the steam engine best meets the requirement where there are sudden demands for power, as on steep gradients and in starts on upward inclines, while an internal combustion motor is satisfactory on fairly level roads, and has much less weight. Motors of both classes have shown increased economy since the early tests of 1897, with the prospect of further improvement. Details of the trials of light vehicles cannot be easily summarized, but the cost of running a car may be placed at 19.26 francs per day by horse, 16.17 francs by gasoline, and 13.78 francs by electricity, while the corresponding figures for a delivery wagon are 16.72, 12.89 and 18.80 francs. Interest, depreciation and the maintenance of electric accumulators are included.

The most powerful rack-wheel machine yet constructed is said to be the new electric locomotive for the steepest portion of the Jungfrau Mountain Railway. The motors are placed under the passenger car, the truck of which has two driving axles between two bearing axles. Two motors, each of 125 horse-power at 800 revolutions per minute, drive the toothed wheels through duplicate gearing, and if required can be worked up to 300 horse-power. The current is conveyed overhead at a tension of 550 volts.

In the world's use of power, Prof. Lunge recognizes three great periods—that of coal, and that of solar energy. We are now in the second period, but the inevitable failure of the coal supply must bring us to the third within a few centuries at most. Mechanical industries must then depend upon the vast energy of the sun's rays, partly transformed into water power.

Vast numbers of small fish are destroyed on the British coast by anglers as well as by steam-trawlers. Mr. F. G. Aflak points out that the latter waste cannot be avoided, but that most of the under-sized fish caught by anglers could be saved if the law compelled their prompt return to the water.

Neglect of military optics seems to be among the causes assigned for the defeats of the British army in South Africa. The great range at which action is now begun has made necessary not only the use of range-finders, but also a better equipment of field-glasses for studying the enemy's position and locating entrenchments. The scientific Germans have now supplied every battery of their artillery with a kind of long distance stereoscope, called the "scissors telescope," whose object is to give relief to the images of the field glass, thus bringing to view slight ridges and depressions that are liable to escape detection. The apparatus opens vertically, like a pair of scissors, and the object glasses may be thus brought as much as five feet apart, separating the planes of an object five miles away as much as ordinary vision would do at a quarter of a mile. It may be noted further that this wide separation of the lenses makes it possible for the operator to use one or both tubes of his glass while he is himself shielded in a trench or behind a tree.

A remarkable cure of confirmed stammering in a boy of thirteen has been brought to the attention of the Paris Academy of Medicine by Prof. Janssen, of Bordeaux. His theory being that the defect is often due to a flattening of the left side of the head, preventing development of the skull over the part of the brain to which Broca assigned speech, his operation consisted in cutting tissue to relieve the dura mater at this point. His success leads to the inquiry whether the mysterious trepanning by surgeons of the later stone age may not have been performed to relieve stammering.

Thriftier peasants, according to a consular report, protect seed potatoes against rot by spreading them out in a sunny place with frequent turnings, until they become thoroughly green. They are then placed in a cellar until February, when they are removed to a partially warmed room until planting time. The potatoes not only keep well but do not sprout until planted, a larger and better crop resulting.

A history of Rome's waterworks has been preserved in two books by Frontinus, water-commissioner in 97 A. D. A recent translation shows that nine aqueducts had been built, and that the daily consumption was about 33 gallons per person—although encyclopedias give this as 500 gallons, or three times that of American cities.

The great preservative power of formalin have met with little favour in museums. The substance is of special advantage, however, for hardening and keeping flabby animals, such as jelly-fish, and it is convenient to the field collector on account of its small bulk, as the commercial fluid requires dilution with 25 times its volume of water before use, while specimens can be packed in it much closer than in alcohol. In Mauritius, M. Camille Samère has been experimenting with an apparatus using constant currents of formalin vapour, as lately proposed by Dr. G. de Rechter at Brussels. For this method is claimed the advantage of preserving specimens as at death, the tissues not being hardened and hair and feathers being uninjured in texture or colour. In the trials made, a guinea-pig was in perfect condition after twenty days in the apparatus and eight days in the open museum. It is declared that the process not only offers great possibilities in natural history, but that it may be of more popular interest, that it may be specially valuable in cases of suspected poisoning, as bodies can be kept any desired time in a condition for examination.

Heat from the burning of powdered aluminum has found other applications besides the reduction of refractory oxides. In Germany it is used for welding copper and steel, and the process is available when smithy or electric arc is not at hand or readily available. For welding, molten iron is produced from aluminum and iron oxide in a crucible, the contents of which being poured into a crude mould around the parts to be joined. The apparatus is very portable, and as the temperature depends upon the amount of aluminum fuel, control is easy.

The visibility of the entire lunar disc near the time of new moon has had curious explanations. Some of which have been collected by a French astronomer. Ptolemy held that the moon was more or less transparent, and that the dull glow resulted from the sun's rays shining through. Illumination by Venus was Tycho Brahe's suggestion. The real cause, reflection by the moon of sunlight reflected from the earth, was discovered by Leonard da Vinci.

The special flavours, odors, consistencies and colours of salt-preserved foods are found by Dr. A. Patterson to be chiefly produced by various micro-organisms.

NOTICES TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM MIDDLEBROOKE, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 13th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns, where they will be examined on MONDAY, the 12th inst., and SATURDAY, the 17th inst., both days at 10 A.M.

All claims must reach the undersigned before the 17th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 7th March, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From Italy, ex s.s. *Thames*.

From Madras, ex s.s. *Lodiana*.

Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day.

Goods not cleared by the 12th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Consignees of Cargo from Europe and Egyptian Ports are requested to sign a General Average Bond before Bills of Lading are countersigned.

H. A. RITCHIE, Superintendent.

Hongkong, 6th March, 1900.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KOENIG ALBERT."

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 13th March, and MONDAY, the 19th March, at 9.30 A.M.

All claims must reach us before the 21st March, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 5th March, 1900.

TO LET, FURNISHED.

NO. 1, MEIRION, The PEAK, for 12 months from 1st April next. Rent Moderate.

Apply to— J. LAMKE.

Hongkong, 23rd February, 1900.

TO LET.

GODOWN, 7B, DUDDELL STREET.

Apply to— H. PRICE & CO., 12, Queen's Road.

Hongkong, 1st March, 1900.

TO LET.

For Four months from 16th December.

TWO LARGE ROOMS on GROUND FLOOR, PRAYA CENTRAL, suitable for Offices or Godowns.

Apply to— WENDT & CO.

Hongkong, 16th November, 1899.

TO LET.

29 WYNDHAM STREET, now in the occupation of the Daily Press.

Apply to— LINSTEAD & DAVIS.

Hongkong, 14th February, 1900.

TO LET.

FIVE-ROOMED BUNGALOW, "RHE-DA," Bonham Road.

Apply to— CHINA MERCHANTS S. N. CO., No. 22, Praya West.

Hongkong, 7th March, 1900.

TO LET.

NO. 1, GOUGH HILL, Furnished Residence at the Peak.

Apply to the SECRETARY, HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 7th March, 1900.

TO LET, FURNISHED.

NO. 5, CAMERON VILLAS, PEAK.

Apply to— E. OSBORN.

Care of Mr. W. DAWBY'S Office.

Hongkong, 7th March, 1900.

TO LET.

"HARFORD,"—MAGAZINE GAP.

No. 4, RIFON TERRACE, "THE RETREAT," Mount Kellett.

TOP FLOOR, No. 1, Duddell Street.

GODOWNS Nos. 80A and 82, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th October, 1899.

TO LET.

A PARTMENTS at Kowloon, with Board. Suitable for married couples or single gentlemen. Tennis Court.

Apply to— Mrs. HATHERLY, Isdale, Kowloon.

Hongkong, 17th June, 1898.

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS has the honour to announce that she has now REMOVED to GREENWOOD, 21, Caine Road, formerly known as Kingsclere; ten minutes from Clock Tower.

Hongkong, 10th February, 1900.

WARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January 1893.